

The Jefferson Davis and Walthall Enterprise Zones

Chesterfield County has two enterprise zones, Jefferson Davis and Walthall, located along the Route 1/301 corridor. An enterprise zone is a distinct geographical area of a county, city or town as designated by the governor of Virginia. The state and local government enter into a 20-year partnership designed to offer a package of incentives to encourage business expansion and recruitment. The Jefferson Davis Enterprise Zone went into effect in 1994 and the Walthall Zone in 1996.

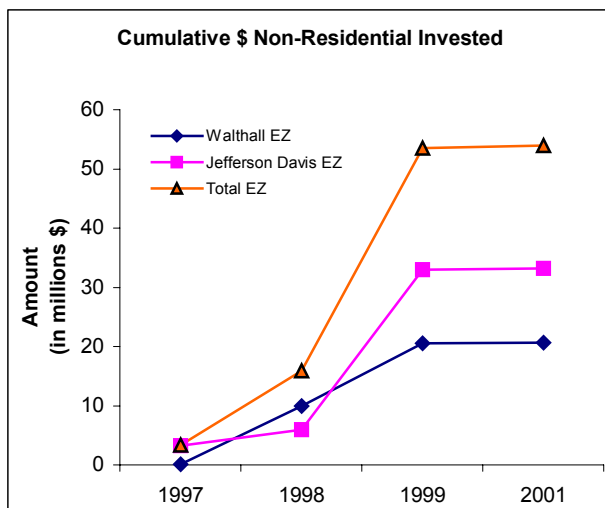
The county's Enterprise Zone Program has four objectives:

- Increase private investment and job creation in the area.
- Encourage manufacturing and commercial uses in the area.
- Promote the rehabilitation of the area's existing, older commercial and industrial structures.
- Promote the area's revitalization through an increase in economic activity.

The county offers the following incentives to program participants:

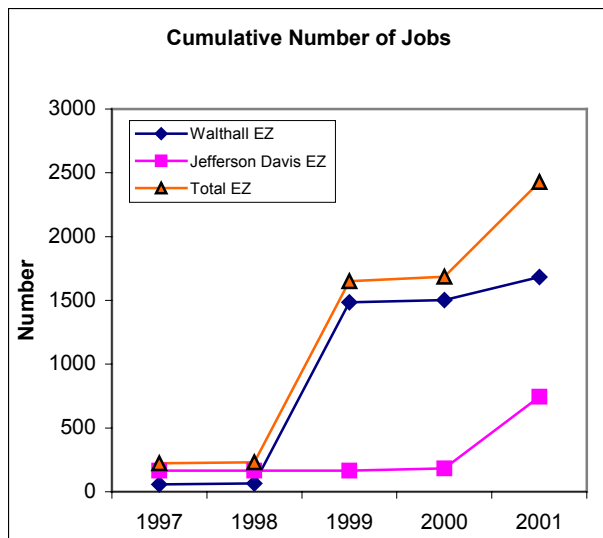
- Business license fee exemption
- Machinery and tool tax exemption
- Utility connection fee credit
- Fee waiver for rezoning and conditional-use permit applications
- Fee waiver for building permits
- Fee waiver for land disturbance permits
- Real estate tax abatement

The criteria for measuring success in the enterprise zones are new private investment and job creation. The program must annually report to the state on both of these criteria. This information is summarized below and on the following page.

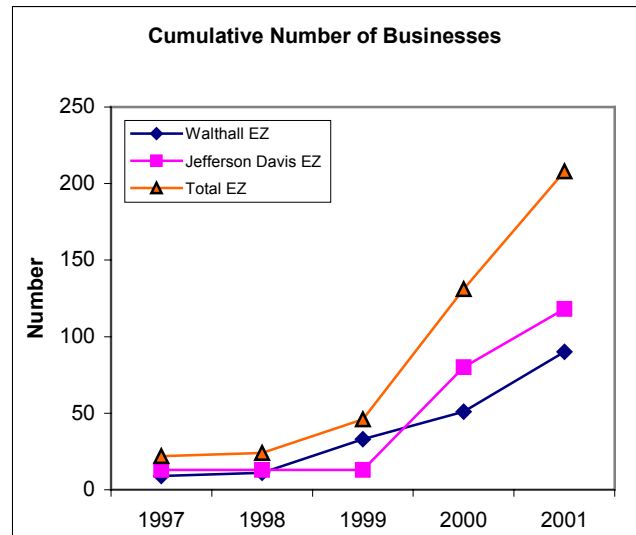


Since the program began, there have been over \$55 million invested by enterprise-zone businesses. Over \$22 million is in the Walthall zone and over \$33million in the Jefferson Davis zone. As the chart to the left shows, the largest gain was between 1998 and 1999.

There has also been substantial business growth in the two enterprise zones, with over 200 new businesses established and or relocated. Business growth really started about 1998 and has shown substantial gain since. The Jefferson Davis zone has had 118 new businesses, and there have been 90 added in Walthall. In Walthall, there have been steady gains in business growth since 1998. In Jefferson Davis, there also have been steady positive gains since 1999.



Jobs Created			
	Walthall	Jefferson Davis	Total EZ
1997	57	166	223
1998	9	0	9
1999	1,419	0	1,419
2000	17	18	35
2001	180	561	741
Total	1,682	745	2,427



Job growth has also shown dramatic results, with over 2,500 new jobs by the end of 2001. In the Walthall zone, that growth occurred between 1998 and 1999 showing an increase of more than 1,500 employees. In the Jefferson Davis zone major job growth occurred between 2000 and 2001.

Businesses Established			
	Walthall	Jefferson Davis	Total EZ
1997	9	13	22
1998	2	0	2
1999	22	0	22
2000	18	67	85
2001	39	38	77
Total	90	118	208

Non-Residential \$ Invested			
	Walthall	Jefferson Davis	Total EZ
1997	\$98,000	\$3,225,146	\$3,323,146
1998	\$9,884,073	\$2,702,507	\$12,586,580
1999	\$10,564,444	\$27,045,732	\$37,610,176
2000	\$0	\$0	\$0
2001	\$136,711	\$545,091	\$378,780
Total	\$20,683,228	\$33,215,454	\$53,898,682

Source: Chesterfield County CDBG office 9/02

Methodology and Data Sources

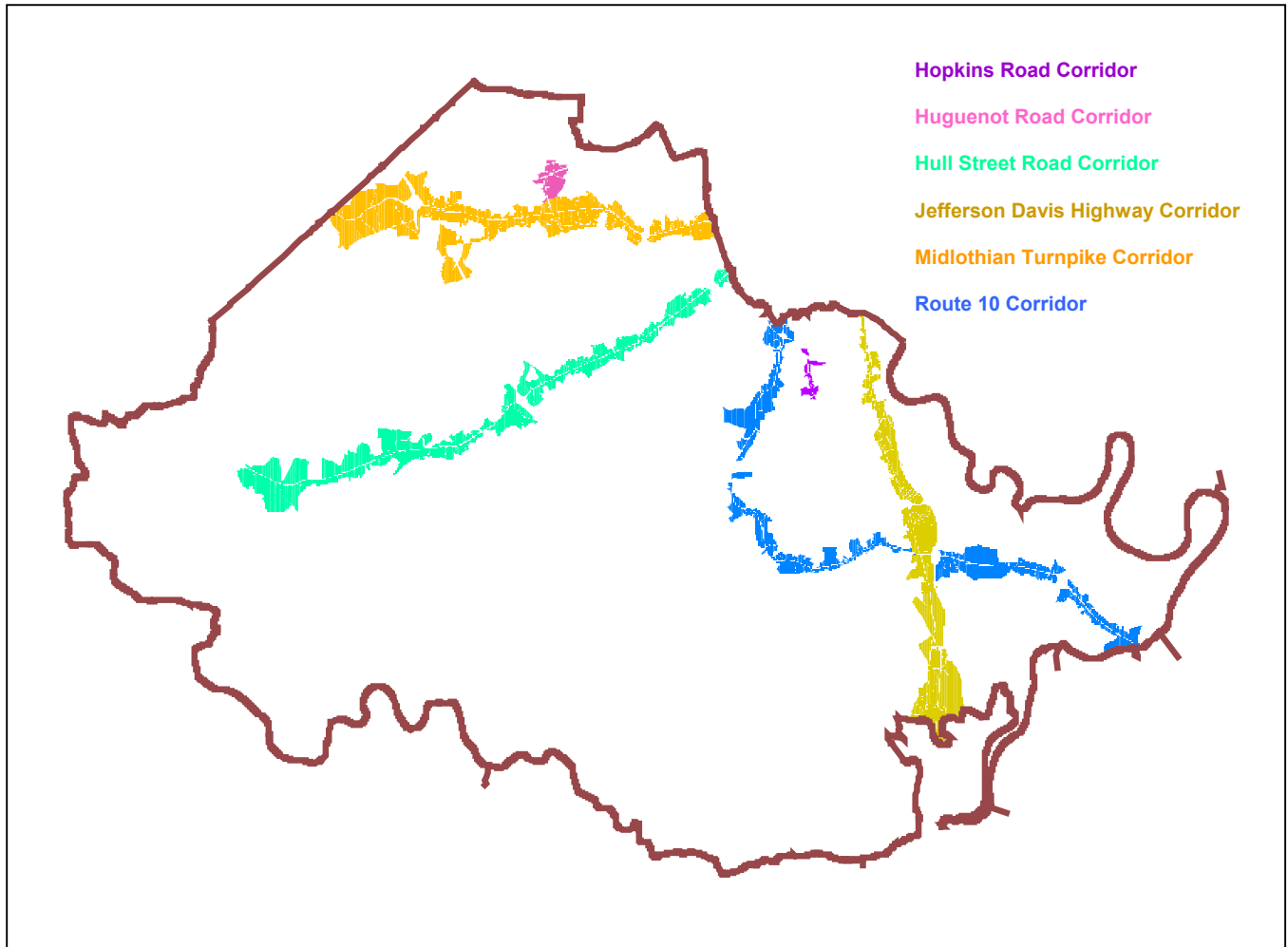
The following terms and calculations were used in this section of the report.

- **Enterprise Zones**—as defined by the Commonwealth of Virginia (Chapter 22 Sections 59.1-270 to 59.1-284).
- Job creation and investment information filed with the Commonwealth of Virginia by businesses located in the two enterprise zones, and compiled by the Chesterfield County Community Development Block Grant Office annually.

The information found in this section of the report came from the following source:

- Information on job creation and investment—Chesterfield County Community Development Block Grant Office.
- Incentives—Chesterfield County Community Development Block Grant Office.

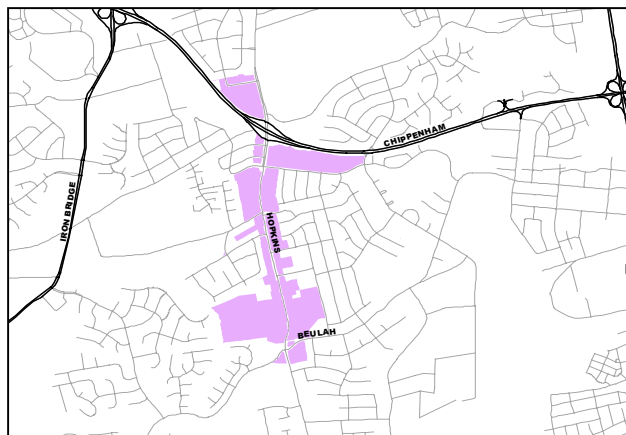
Business Corridors



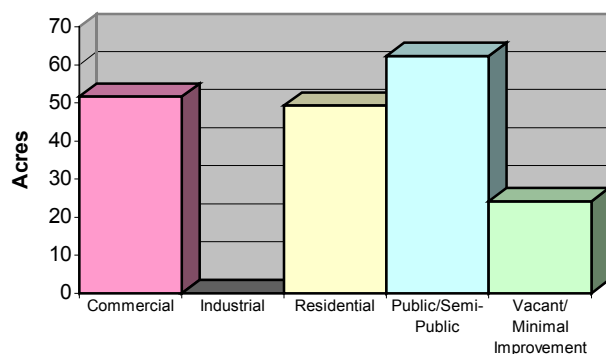
Hopkins Road Corridor

Location

The Hopkins Road Corridor is bounded by Meadowdale Shopping Center to the north and extending southward to Beulah Road. This 1.6-mile-long corridor includes almost 200 acres. The Hopkins Road Corridor contains a moderate level of commercial development that functions to serve the existing neighborhoods surrounding the road.



Hopkins Road Corridor Land Use



Land Use

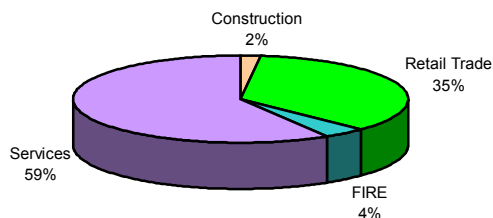
The Hopkins Road Corridor encompasses nearly 200 acres of land. The largest single category of land use, in terms of acreage, in the Hopkins Road Corridor is the public/semi-public uses of Hopkins and Beulah Elementary schools, which account for approximately 62 acres, or 33 percent of the land area of the corridor. Only about 24 acres, or 13 percent, of the land in the corridor is vacant or minimally improved.

Commercial Development

Of the nearly 52 acres of commercial land in the corridor, over 82 percent is taken up by shopping centers, including Meadowdale, Meadowbrook and Chestertowne Square. The Hopkins Road Corridor possesses nearly 497,000 square feet of commercial development, of which retail commercial, including the shopping centers, makes up about 88 percent. Since 1997 there has been only one commercial site plan approved in the Hopkins Road Corridor for less than 14,000 square feet. Because of the low amount of vacant land in the corridor, the Hopkins Road Corridor is at the build-out stage of its development.

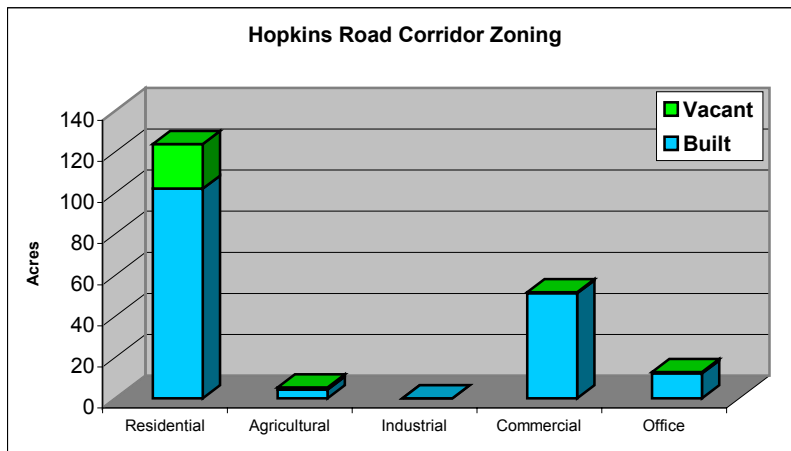
Hopkins Road Corridor Commercial Development		
Category	Square Feet	% Of Total
General Commercial	18,295	4%
Industrial	0	0%
Office	41,369	8%
Retail Commercial	437,069	88%
TOTAL	496,733	100%

Hopkins Road Corridor Employment



Employment

The Hopkins Road Corridor employs over 1,200 people in its various commercial establishments. Of these, over 700 people, or 61 percent, are employed in the various types of service functions. The second largest employment category is found in retail establishments, an industry that employs over 430 people, and accounts for more than 36 percent of the corridor's employment.

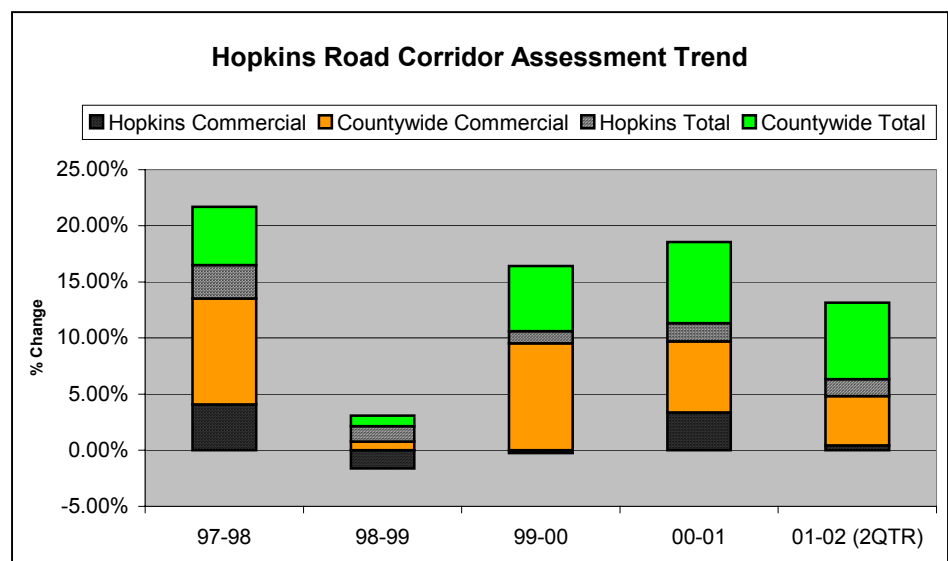


Zoning

The majority of the acreage, 64 percent, in the Hopkins Road Corridor is zoned in the residential classification. The next largest category is commercial, with about 27 percent of the corridor's total acreage. Just over 90 percent of the vacant or minimally improved land in the corridor is zoned residential as well.

Assessment Trends

The Hopkins Road Corridor has an assessed value of over \$39 million. Of this, commercial development accounts for nearly \$20 million, or over 50 percent, of the corridor's assessed value. The Hopkins Road Corridor is the only business corridor in Chesterfield County where the increase in commercial assessments is less than the increase in the non-commercial assessments. Since 1997, the commercial assessed value has increased by an average of 1.2 percent per year, while the assessed value of the entire corridor has increased by an average of 1.7 percent per year. Both of these figures are significantly below the countywide average of 6.8 percent assessment increase for commercial developments, and 5.7 percent for the county overall for the same period.



Traffic Count

The Hopkins Road Corridor has the lowest average daily traffic count of all of the business corridors in this report, with less than 15,000 vehicles per day traveling its length.

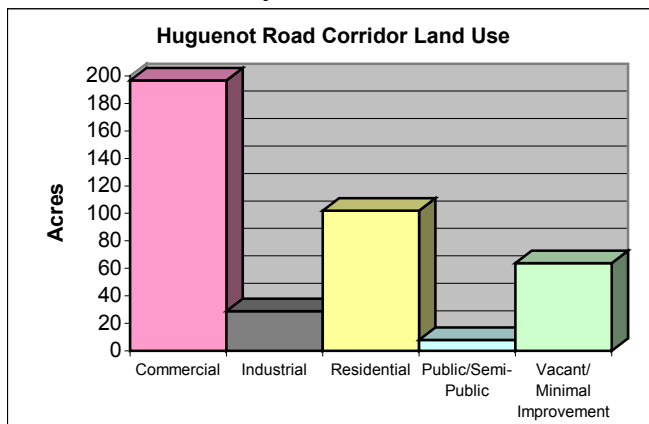
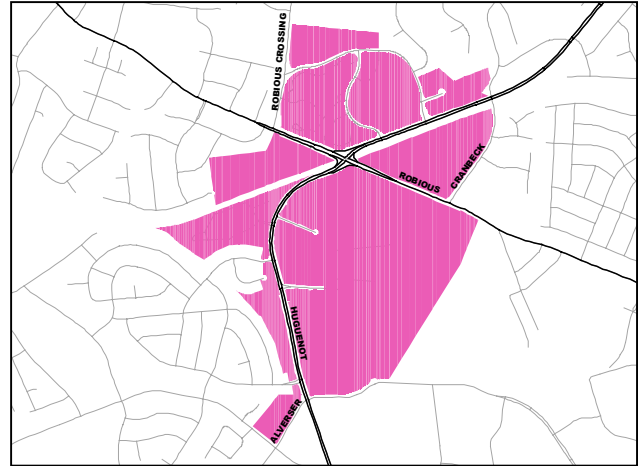
Business Licenses

The Hopkins Road Corridor has just over 120 business licenses located within its boundaries. This yields a business-license concentration of nearly 77 licenses per linear mile.

Huguenot Road Corridor

Location

The Huguenot Road Corridor extends from Cranbeck and Big Oak roads in the north, southward to Alverser Drive and Chesterfield Towne Center mall. The shortest, but one of the most intensively developed corridors, Huguenot Road Corridor traverses a distance of only 1.4 miles, but includes nearly 400 acres of land. This corridor functions as an employment and retail area that serves a large area of Chesterfield County.



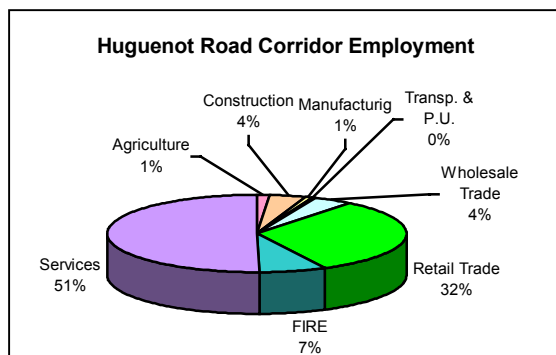
Land Use

The Huguenot Road Corridor encompasses nearly 400 acres. Commercial development makes up the largest category in terms of acreage with almost 200 acres, or 49 percent of the area. The smallest land-use category is public/semi-public with less than 8 acres, or approximately 2 percent of the total area.

Commercial Development

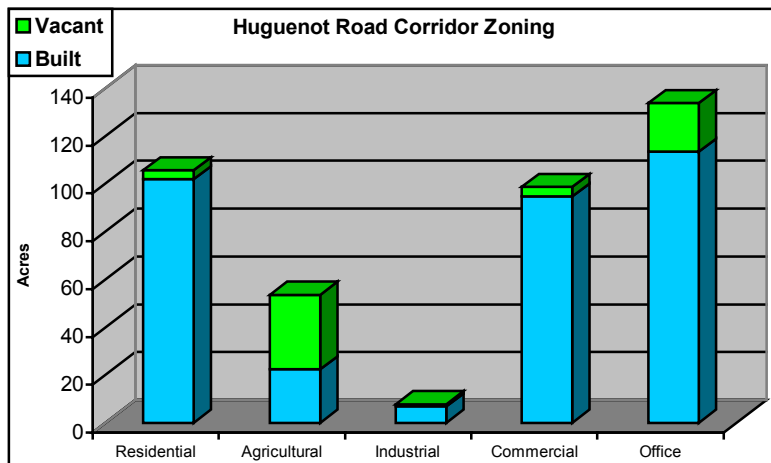
The Huguenot Road Corridor contains a wide mix of commercial development, ranging from shopping centers and small office parks to warehousing uses, and has nearly 1.7 million square feet. Retail commercial is the largest category, with over 550,000 square feet of space, of which the majority is found in the Huguenot Village and Bellgrade shopping centers. Since 1997, there have been 25 commercial site plans approved in the Huguenot Road Corridor for a total of 589,737 square feet.

Huguenot Road Corridor Commercial Development		
Category	Square Feet	% Of Total
General Commercial	336,993	20%
Industrial	352,781	21%
Office	441,034	26%
Retail Commercial	554,766	33%
TOTAL	1,685,574	100%



Employment

The Huguenot Road Corridor employs about 2,800 people in its various commercial developments. The largest employment category is services, with over 1,400 employees, or 50 percent of the employment in the corridor. The next largest employment category is found in retail trade, with nearly 900 employees, or 32 percent of the corridor's employment.

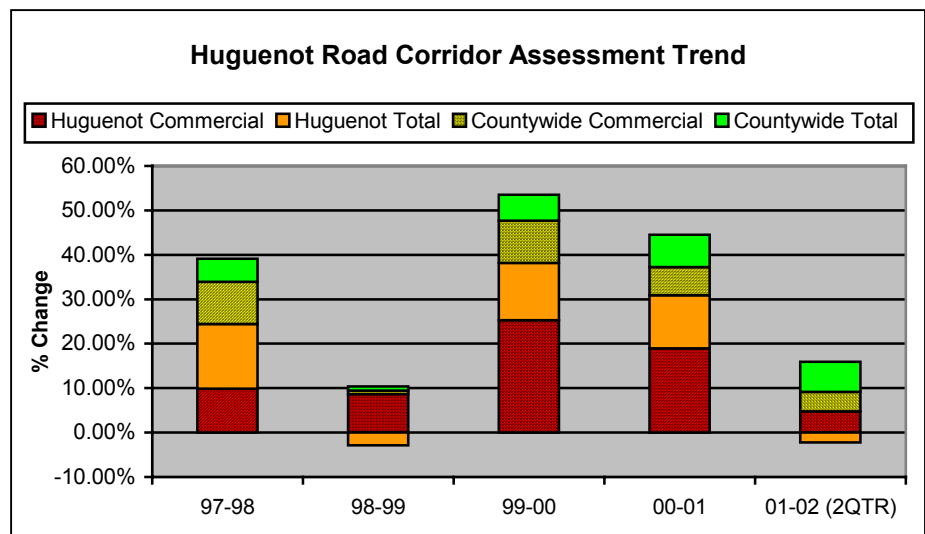


Zoning

Office-zoned land makes up the largest zoning classification in the Huguenot Road Corridor, with over 130 acres or 33 percent of the acreage in the corridor. The next largest zoning classification in the corridor is residential, with about 105 acres, or 26 percent, of the corridor. Just over 50 percent of the vacant or minimally improved land in the corridor is zoned agricultural.

Assessment Trends

The Huguenot Road Corridor has an assessed value of approximately \$136 million. The commercial development along the corridor accounts for 83 percent, or over \$112 million, of this assessed value. The Huguenot Road Corridor's commercial developments have the highest increase in assessed value of all of the business corridors, having averaged nearly 14 percent per year since 1997. This is over twice the countywide commercial assessment increase, which averaged 6.8 percent per year over the same period. The overall assessment of the Huguenot Corridor has increased by about 7 percent per year, compared to a 5.7 percent average yearly increase for all property in the county.



Traffic Count

The Huguenot Road Corridor experiences an average of nearly 50,000 vehicles per day along its length, the second-highest count of all of the corridors.

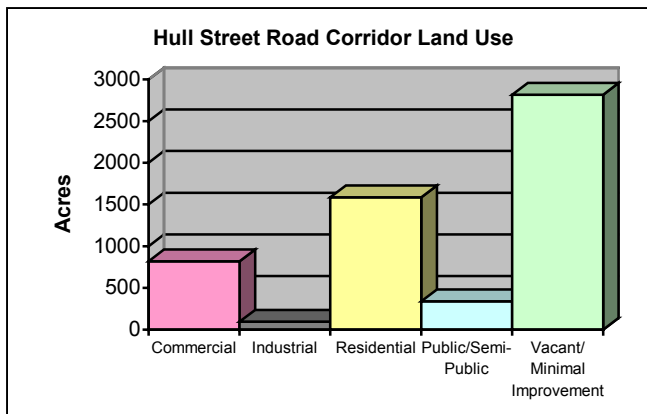
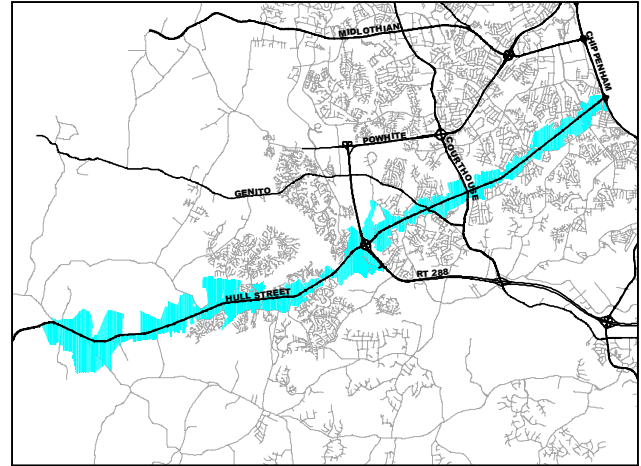
Business Licenses

There were over 370 business licenses issued in the Huguenot Road Corridor in 2001, which yields an average business concentration of over 260 business licenses per linear mile of Huguenot Road. This gives the Huguenot Road Corridor the second-highest concentration of business licenses per linear mile of all of the corridors.

Hull Street Road Corridor

Location

The Hull Street Road Corridor is the longest identified business corridor in Chesterfield County, with a length of about 22 miles. This corridor extends from the city of Richmond in the east in a roughly southwestward direction to Skinquarter Road. Development along the Hull Street Road Corridor is spread and ranges in intensity from dense urban areas to rural farmlands.



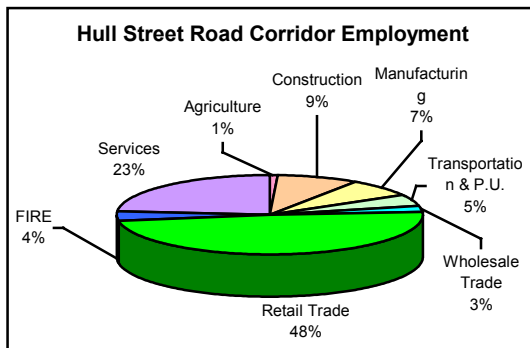
Land Use

The Hull Street Road Corridor contains over 5,600 acres of land, the vast majority (over 2,800 acres, or 50 percent) of which is vacant or minimally improved. Nearly 1,600 acres, or 28 percent of the land, has residential usage, while over 800 acres, or 14 percent of the land, has commercial usage.

Commercial Development

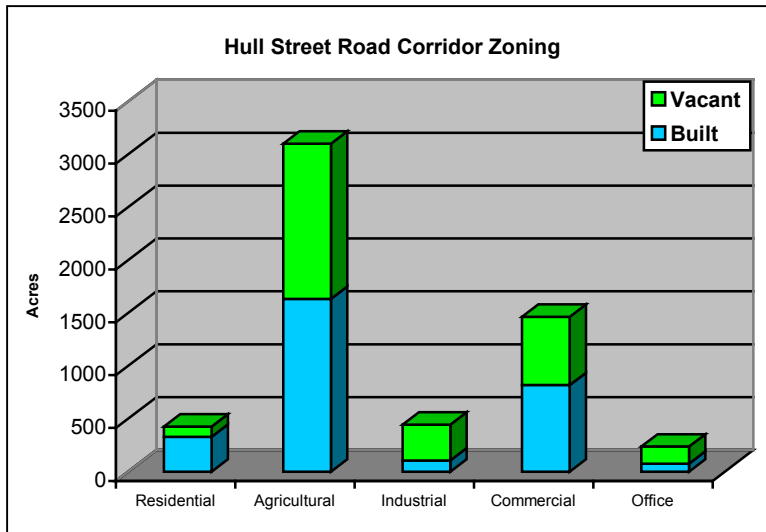
The Hull Street Road Corridor contains over 4.7 million square feet of commercial space. Of this amount, retail commercial uses account for more than 2.7 million, or about 58 percent of the square footage. Much of this retail commercial can be found in 19 various-sized shopping centers scattered throughout the corridor. Chesterfield Crossing, with over 398,000 square feet, is the largest. Since 1997, there have been 76 approved commercial site plans in the Hull Street Road Corridor, representing approximately 2.2 million square feet of development. Given the large amount of vacant land in the corridor, Hull Street is seen as an emerging growth corridor.

Hull Street Road Corridor Commercial Development		
Category	Square Feet	% Of Total
General Commercial	650,748	14%
Industrial	783,471	16%
Office	562,335	12%
Retail Commercial	2,739,371	58%
TOTAL	4,731,057	100%



Employment

The Hull Street Road Corridor employs over 9,300 people among its various commercial enterprises. The largest employment category in the corridor is found in retail trade with more than 4,500 employees, or 49 percent of the employment in the corridor. The next largest employment category is in services, an industry that accounts for nearly 2,200 jobs, or 24 percent of the employment in the corridor.

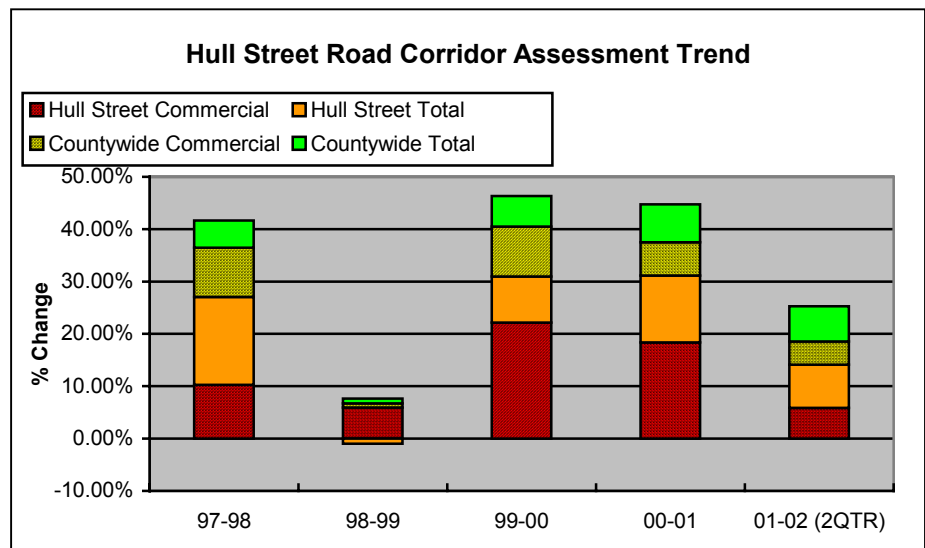


Zoning

Approximately 3,100 acres, representing 55 percent of the Hull Street Road Corridor's acreage, is zoned agricultural. Of this land, around 1,500 acres, or 47 percent, are vacant or minimally improved. Lands zoned vacant or minimally improved make up 48 percent of the entire acreage of the corridor. The next largest zoned category is commercial, with nearly 1,500 acres or 26 percent of the corridor's zoned lands, of which about 650 acres, or 44 percent, are vacant or minimally improved.

Assessment Trends

The Hull Street Road Corridor has a total assessed value of over \$540 million, of which commercial development accounts for around \$340 million, or 63 percent of the corridor's value. This corridor has experienced the second-highest average annual increase in commercial assessed value at nearly 13 percent, and the highest average annual increase in total assessed value at just over 9 percent since 1997. Both of these figures are well over the countywide average annual increase in commercial assessed value, which is 6.1 percent, and the countywide average annual increase in total assessed value of 5.2 percent.



Traffic Count

With over 48,000 vehicles per day traveling its length, the Hull Street Road Corridor maintains the third-highest average daily traffic volume.

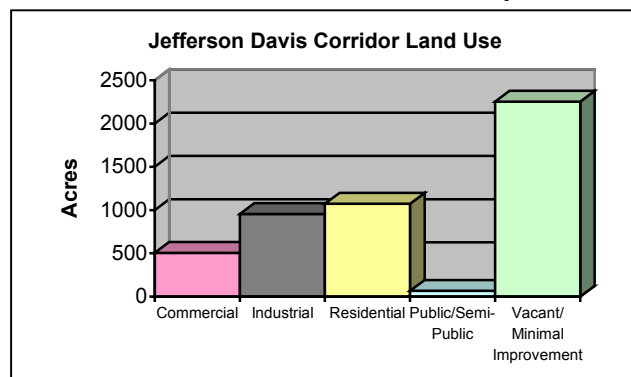
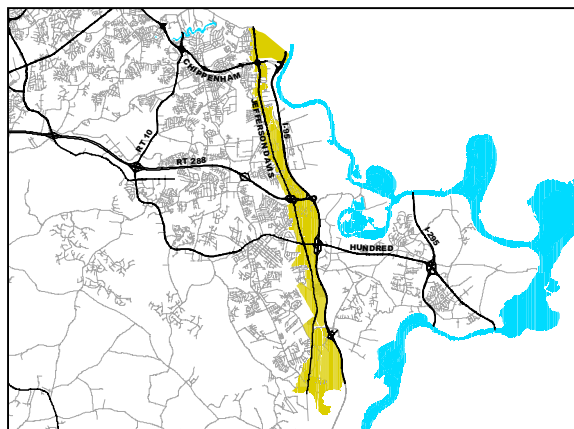
Business Licenses

The Hull Street Road Corridor had the second highest number of business licenses in 2001, with 1,159. This figure yields a business-license concentration of about 69 licenses per linear mile of the corridor.

Jefferson Davis Highway Corridor

Location

The Jefferson Davis Highway Corridor bisects Chesterfield County from north to south, extending from the city of Richmond in the north to the city of Colonial Heights to the south. This 12.5-mile-long corridor is one of the oldest transportation routes in Chesterfield and in the state of Virginia. Although the construction of Interstate 95 caused a decline along the corridor, the establishment of two enterprise zones for businesses has begun to re-establish the importance of this corridor as a center of commerce in Chesterfield County.



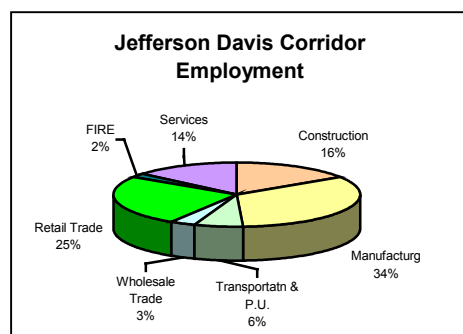
Land Use

The Jefferson Davis Highway Corridor encompasses nearly 4,900 acres of land, with about 2,200 acres, or 45 percent of the land, vacant or minimally improved. Residential usage accounts for the second-highest use, with over 1,000 acres, representing 24 percent of the corridor's land, with industrial acreage close behind with about 950 acres, or 19 percent of the total corridor.

Commercial Development

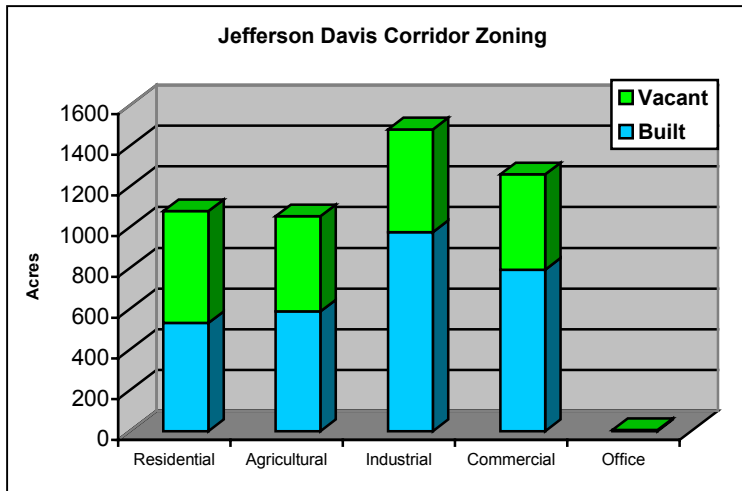
Out of all of the business corridors in this report, the Jefferson Davis Highway Corridor contains the second-highest amount of square footage, with over 8.2 million square feet. About 71 percent of this square footage is taken up by industrial uses. Much of the remaining square footage is found in retail commercial developments, which account for over 1.4 million square feet, or 18 percent of the corridor's square footage. Since 1997, there have been 40 site plans approved in the Jefferson Davis Highway Corridor, amounting to over 530,000 square feet of space.

Jefferson Davis Corridor Commercial Development		
Category	Square Feet	% Of Total
General Commercial	863,268	10%
Industrial	5,814,399	71%
Office	92,206	1%
Retail Commercial	1,441,688	18%
TOTAL	8,211,561	100%



Employment

The Jefferson Davis Highway Corridor employs 10,315 people in its many businesses. The largest employment sector in the corridor is manufacturing, which provides more than 3,400 jobs and represents 33 percent of the employment in the corridor. Included in this figure is the largest non-governmental employer in the county, DuPont's Spruance Plant. The next largest employment category is retail trade, with about 2,600 jobs, or 25 percent, of the corridor's employment.

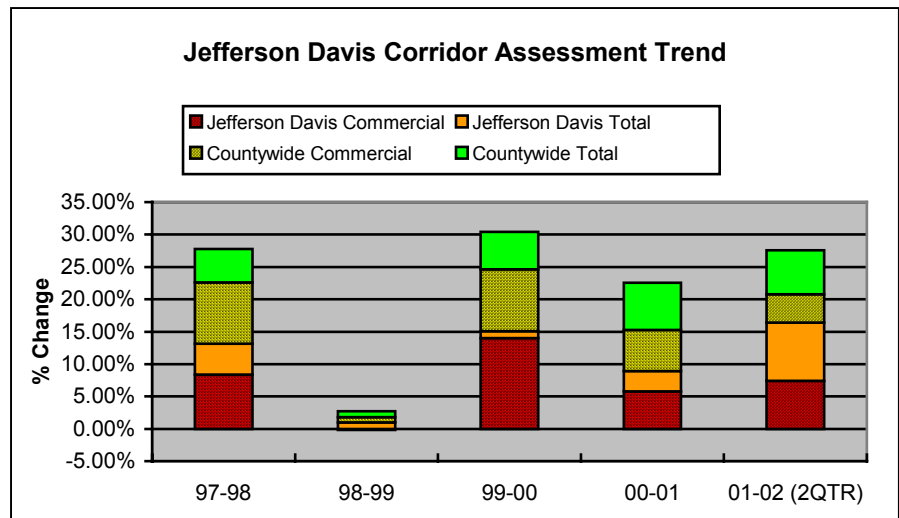


Zoning

Industrial zoning makes up the largest zoning category in the Jefferson Davis Highway Corridor with almost 1,500 acres, or 30 percent of the land area. The next largest category is commercial zoning, with nearly 1,300 acres, or 26 percent of the total area of the corridor. The residential zoning classification has the greatest amount of vacant or minimally improved acreage, with approximately 550 acres, or 51 percent of the residentially zoned property in the corridor.

Assessment Trends

The Jefferson Davis Corridor has an assessed value of over \$457 million, of which commercial developments account for close to \$284 million or 62 percent of the corridor's assessed value. This corridor's average annual increase in commercial assessments is 7 percent, slightly above the 6.1 percent countywide average. However, the corridor's average annual increase in total assessed value is 3.8 percent, significantly below the 5.2 percent countywide average annual increase.



Traffic Count

Although a once heavily traveled route connecting Richmond and Petersburg, the Jefferson Davis Corridor has seen a significant decline in traffic volume with the completion of Interstate 95. The average daily traffic count on the corridor is approximately 26,000 vehicles per day and is the second-lowest count of all of the corridors.

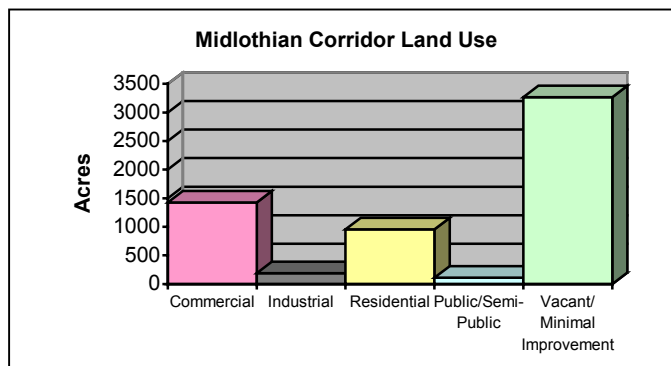
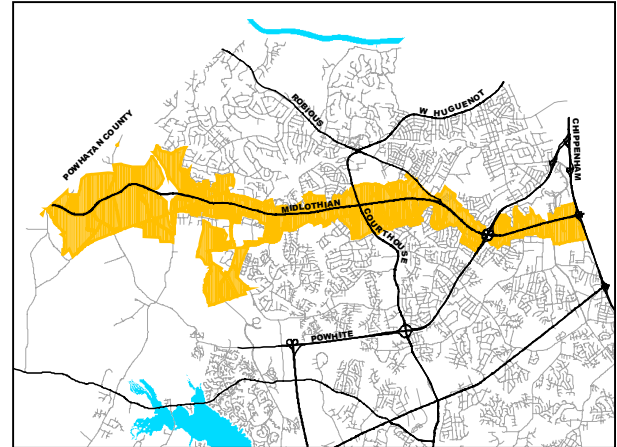
Business Licenses

There were over 900 business licenses issued on the Jefferson Davis Highway Corridor in 2001. This yields a business-license concentration of 73 licenses per linear mile of corridor.

Midlothian Turnpike Corridor

Location

The Midlothian Turnpike Corridor traverses the northwestern section of Chesterfield County from the city of Richmond in the east to Powhatan County in the west, a distance of just over 12 miles. This corridor was originally the site of the second commercial railroad in the country.¹ Today the corridor is a heavily developed commercial area of great importance to the county's economy.



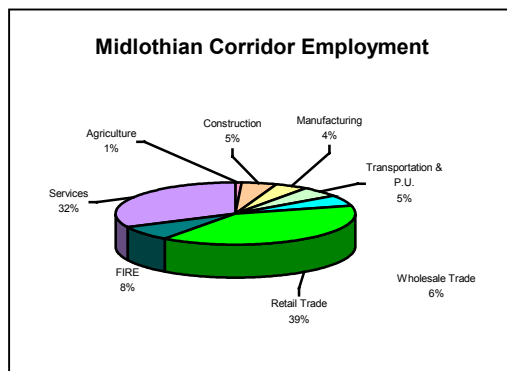
Land Use

The Midlothian Turnpike Corridor contains nearly 6,000 acres, of which about 3,300 acres, or 55 percent of the land, is currently vacant or minimally improved. Commercial uses make up the next-largest land-use category, with over 1,400 acres, or 24 percent of the total acreage of the corridor.

Commercial Development

Despite its rather large amount of vacant or minimally improved acreage, the Midlothian Turnpike Corridor is the most extensively, and intensively developed corridor in Chesterfield County. This corridor contains the greatest amount of commercially developed square footage with well over 13 million square feet of space, of which retail commercial occupies 6.6 million square feet, or about 50 percent of the total commercial space. Office development accounts for the next-largest category with over 3 million square feet, or 24 percent. The fact that this corridor is still developing is evidenced by the fact that since 1997 there have been 90 commercial site plans approved in the corridor for over 2.3 million square feet of space.

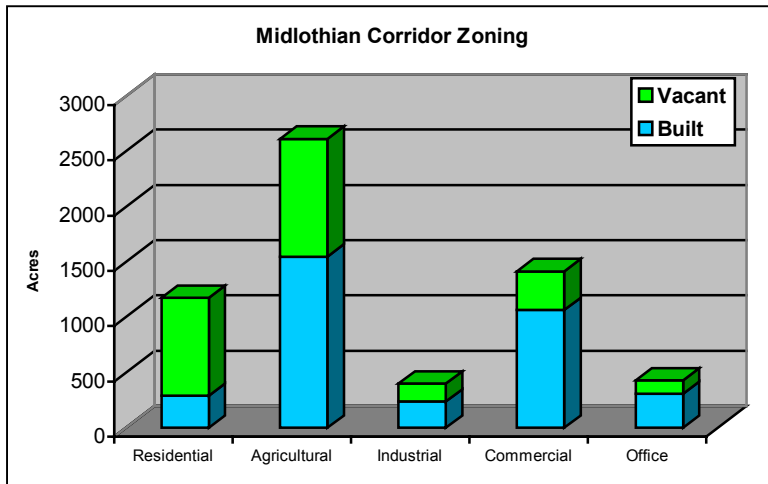
Midlothian Corridor Commercial Development		
Category	Square Feet	% Of Total
General Commercial	1,447,757	11%
Industrial	2,065,096	16%
Office	3,133,274	24%
Retail Commercial	6,609,195	50%
TOTAL	13,255,322	100%



Employment

The Midlothian Turnpike Corridor employs over 29,000 people, the highest number of all of the business corridors. The largest employment category is in the retail-trade area, with 11,405 employees, or 39 percent of the jobs. The service category is the second-largest provider of employment on the corridor, with about 9,400 employees, and accounts for 32 percent of the employment on the corridor.

¹ O'Dell, Jeffrey M. Chesterfield County Early Architecture and Historic Sites. County of Chesterfield, 1983, pg. 473

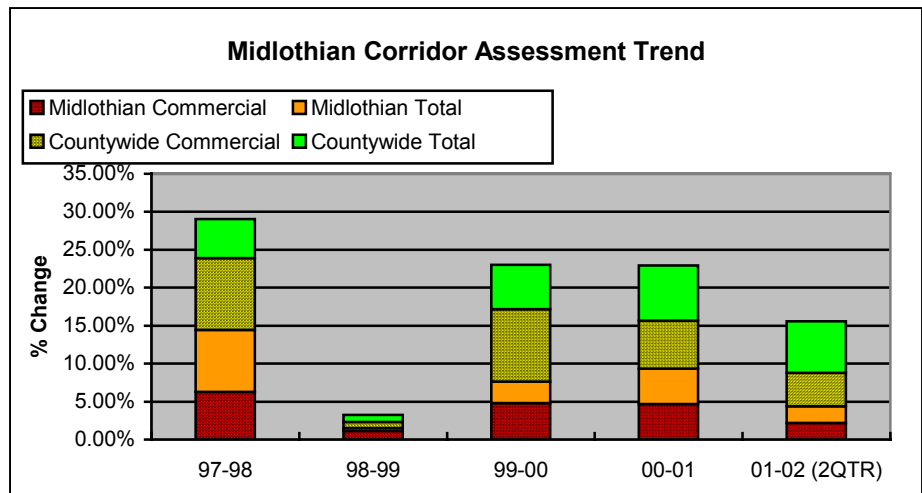


Zoning

The largest zoning category in the Midlothian Turnpike Corridor is agricultural, with over 2,600 acres, or 43 percent of the total area of the corridor. Commercial zoning makes up about 1,400 acres, or 23 percent of the corridor's acreage. There are about 350 acres of existing commercial, 160 acres of existing industrial, and 130 acres of existing office-zoned land that is vacant or minimally improved in the corridor.

Assessment Trends

The Midlothian Turnpike Corridor has a total assessed value of approximately \$1.1 billion, of which commercial assessed value makes up nearly \$960 million, or 85 percent of the corridor's total assessed value. The average annual assessment increases in both commercial (3.8 percent) and the total value (3.6 percent) of the corridor are slightly below the countywide average annual increases of 6.1 percent for commercial developments and 5.2 percent for the county overall.



Traffic Count

The Midlothian Turnpike Corridor has the highest average daily traffic volume, with over 50,000 vehicles per day.

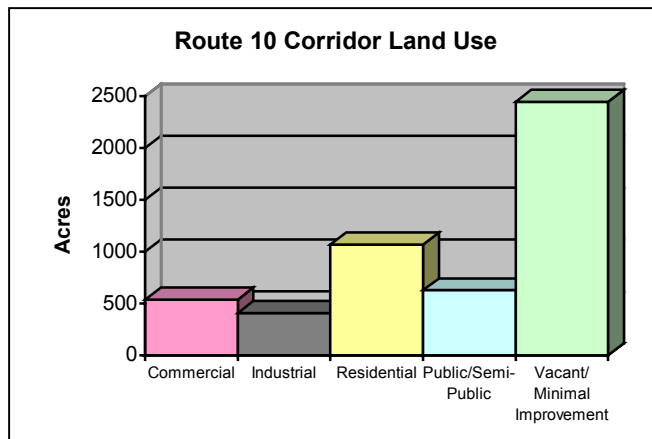
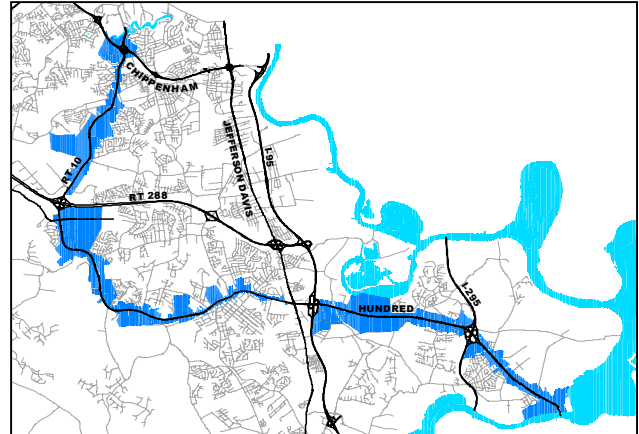
Business Licenses

The Midlothian Turnpike Corridor had the highest number of business licenses issued in 2001 of any of the business corridors, with over 3,500 licenses. This yields a business-license concentration of over 290 business licenses per linear mile of the corridor.

Route 10 Corridor

Location

The Route 10 Corridor stretches over 20 miles, from the city of Richmond near Chippenham Parkway south to the Chesterfield County Courthouse area, and then east/southeast to the city of Hopewell. This corridor is the second-fastest growing corridor behind Hull Street in terms of its recent development.



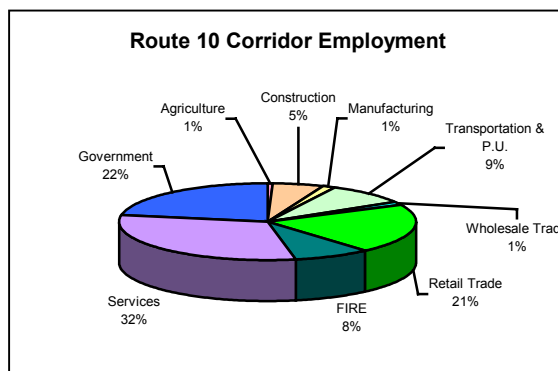
Land Use

The Route 10 Corridor encompasses over 5,000 acres of land in Chesterfield. Most of this, over 2,400 acres, or 48 percent, is vacant or minimally improved land. Residential land uses account for more than 1,000 acres, or 21 percent of the corridor's land area. This corridor has the highest amount, over 600 acres, or 12 percent, of public/semi-public land primarily due to its being the location of the seat of government for Chesterfield County.

Commercial Development

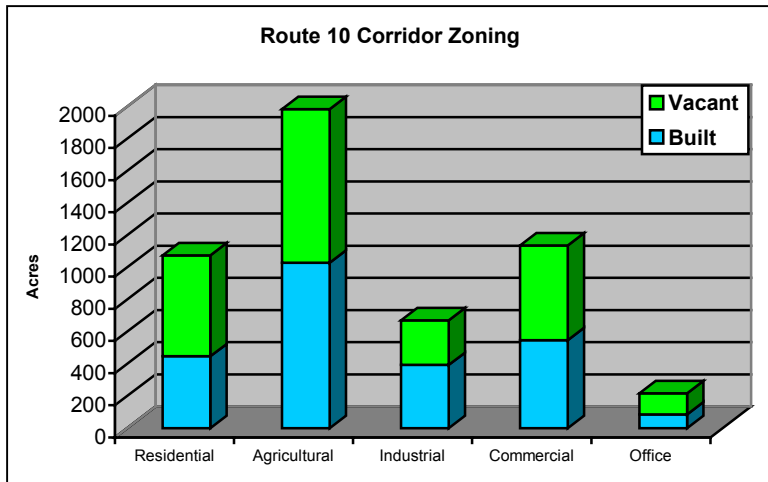
There is nearly 4.5 million square feet of commercial space located along the Route 10 Corridor. Most of this space, over 1.4 million square feet or 32 percent, lies in industrial development. Office development, including the county government complex, and retail commercial developments, are close behind, each having roughly 1.2 million square feet, or 28 percent of the commercial area. Since 1997, there have been 55 commercial site plan approvals in the corridor for a total of over 1.5 million square feet of development.

Route 10 Corridor Commercial Development		
Category	Square Feet	% Of Total
General Commercial	540,857	12%
Industrial	1,428,169	32%
Office	1,272,405	28%
Retail Commercial	1,236,247	28%
TOTAL	4,477,678	100%



Employment

The Route 10 Corridor employs approximately 11,800 people in many sectors of the economy. The greatest number of jobs is in the service sector, with over 3,600 jobs, or 31 percent of the employment. The second-largest sector is government with over 2,600 jobs, or 22 percent of the corridor's total employment. The retail sector is not far behind, with nearly 2,500 jobs, or 21 percent of the employment.

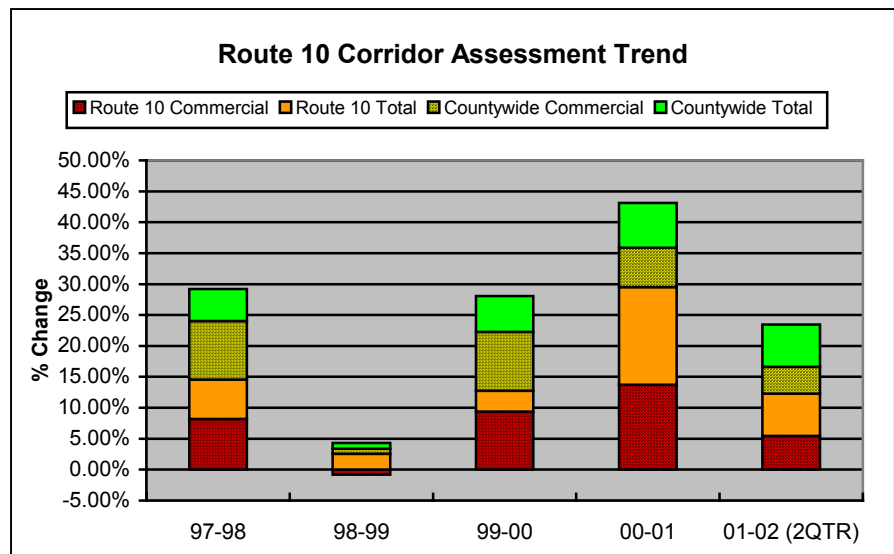


Zoning

Agricultural zoning occupies close to 2,000 acres, or 39 percent of the Route 10 Corridor's acreage. Nearly 580 acres of this is taken up by the government complex, which is zoned agricultural. The next largest zoning category is commercial, with over 1,100 acres, or 22 percent of the corridor's land. The largest amount of vacant or minimally improved land is zoned under the agricultural classification.

Assessment Trends

The Route 10 Corridor has a total assessed value of over \$587 million, of which commercial developments account for over \$301 million, or 62 percent of the total value. The average annual increase in the total assessment of the corridor is about 7 percent, compared to 5.2 percent countywide. The average annual increase in commercial assessments is 7.2 percent, slightly above the countywide average annual increase in commercial assessment of 6.1 percent.



Traffic Count

An average of nearly 33,000 vehicles per day travel on the Route 10 Corridor.

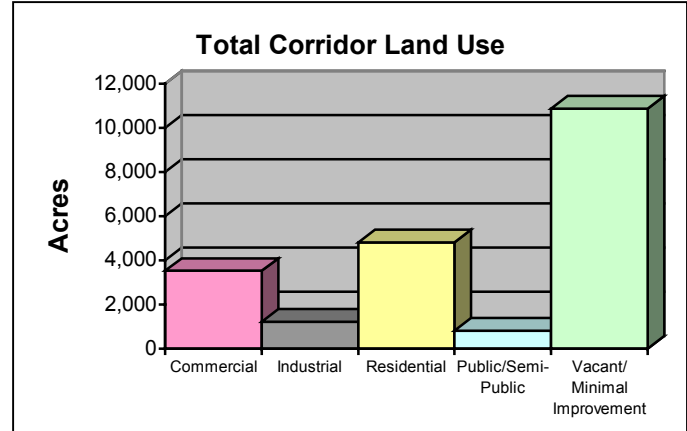
Business Licenses

The Route 10 Corridor had around 870 business licenses distributed along its length. This yields a business-license concentration of close to 43 business licenses per mile, the lowest concentration of any corridor.

Summary of Findings

Land Use

Chesterfield County's business corridors contain over 77 percent of the commercial acreage, and around 17 percent of the industrial acreage of the entire county. The corridors encompass a total of approximately 23,000 acres, or barely 8 percent of the county's land area. There remains in these corridors a total of over 10,800 acres of vacant or minimally improved land, comprising 47 percent of the corridor's land area.

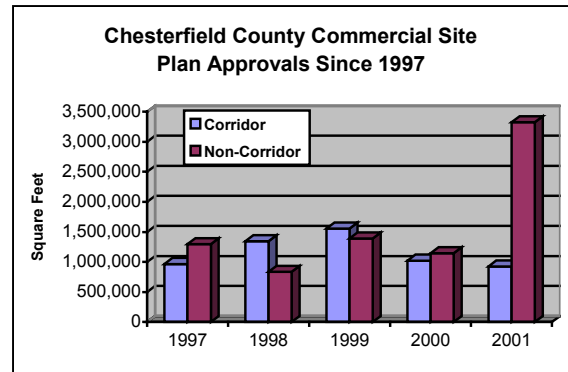


Chesterfield County Business Corridor Commercial Development		
Category	Square Feet	% Of Total
General Commercial	3,857,918	12%
Industrial	10,443,916	32%
Office	5,542,623	17%
Retail Commercial	13,018,336	39%
TOTAL	32,862,793	100%

Commercial Development

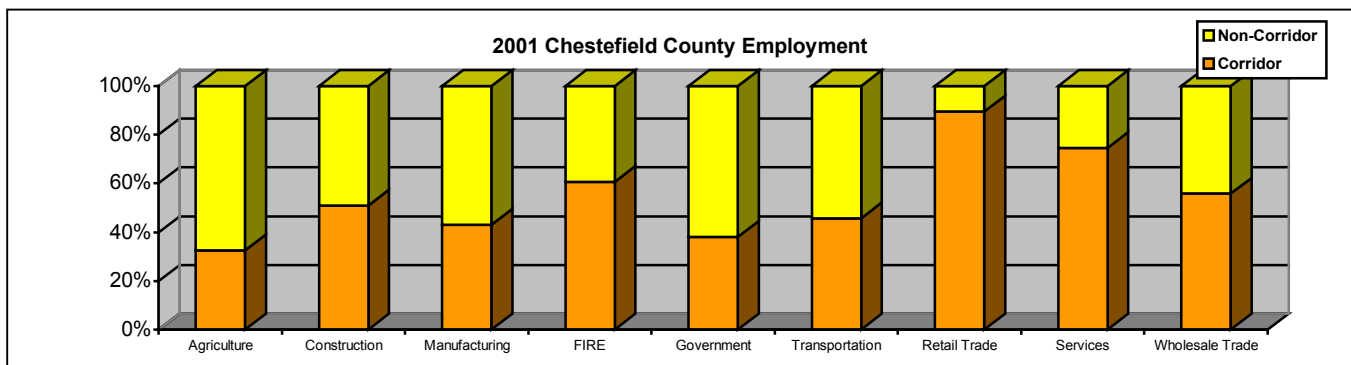
Chesterfield's business corridors contain well over 32 million square feet of commercial development. The largest percentage of which, with over 13 million square feet, is found in the retail commercial category.

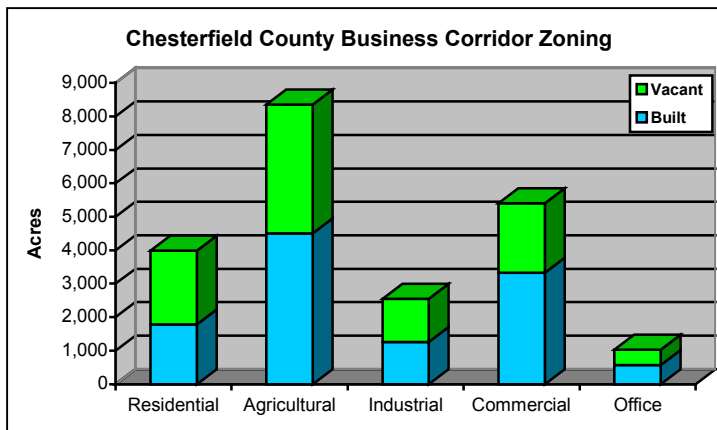
The business corridors have maintained a relatively stable rate of new growth in terms of the number of commercial site plans approved. The corridors continue to capture a significant percentage of the new commercial growth in the county.



Employment

In 2001, the business corridor's 3,000 plus establishments employed over 71,000 people in the area and provided 66 percent of Chesterfield's total employment. About 37 percent of these jobs are in the service sector, and approximately 31 percent are in the retail trade sector of the county's economy.



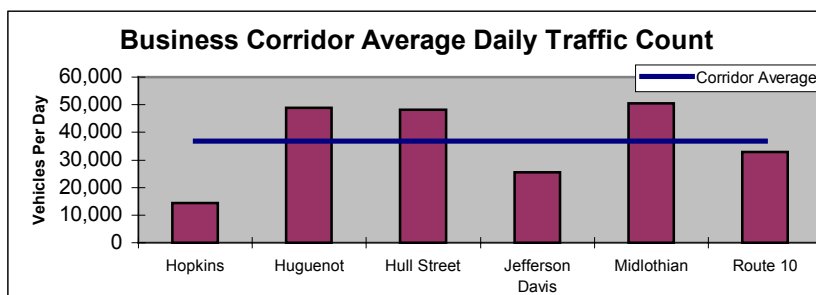
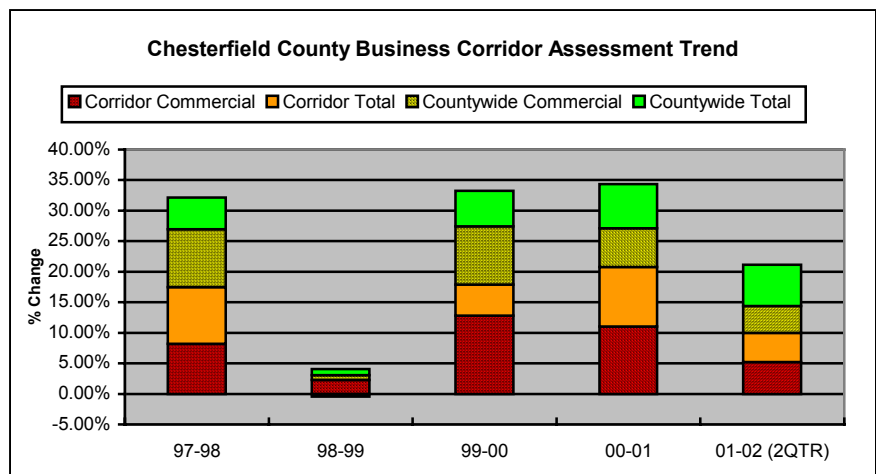


Zoning

The business corridors in Chesterfield County have over 8,300 acres of agricultural-zoned land. This is one of the least intensive zoning categories, and shows that the corridors still have a large development potential for the future. The corridors also have over 2,000 acres of commercial, and 1,300 acres of industrial-zoned vacant or minimally improved land.

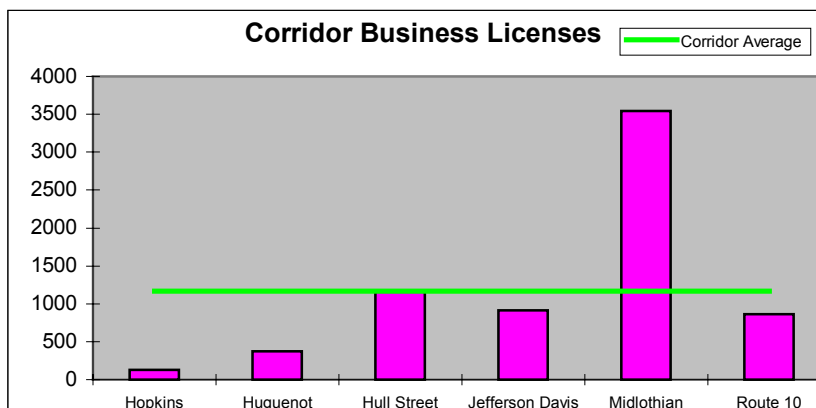
Assessment Trends

An indicator of the health of the business corridors can be observed in the assessment trend since 1997. Commercial assessments in the business corridors have been consistently higher than commercial developments located off of the corridors. At the same time, commercial developments in the business corridors outpace the assessments of the total corridors themselves.



Traffic Count

The Midlothian Turnpike Corridor has the highest average daily traffic count, with over 50,000 vehicles per day. The business corridor average is over 36,000 vehicles.



Business Licenses

The Midlothian Turnpike Corridor has the highest number of business licenses, with over 3,500. The business corridor average is about 1,200 licenses.

Methodology and Data Sources

The following terms and calculations were used in this section of the report.

- **Business corridor**—major roadway that is developed or developing in an overwhelmingly commercial manner.

The information found in this section of the report came from the following sources.

- Land-use categories are generalized based on their use according to the Chesterfield County Department of Real Estate Assessments. Vacant or minimally improved lands are those with no identified use code or an assessed improvement value of less than \$1,000 according to second quarter of 2002 data from ArcView GIS.
- For a description of the uses that fall under general commercial, industrial, office and retail commercial categories, please refer to the Commercial and Industrial section of this report. Square footages are based on the existing structure on the ground, regardless of it being in use or unoccupied.
- Site plan information is based on commercial site plans approved between 1997 and the second quarter of 2002. Site plan approval does not necessarily mean that a structure is immediately built, only that there has been approval for a building to be constructed.
- Employment figures are taken from the second quarter of 2001 data from the Virginia Employment Commission and matched to the county's address database found in ArcView GIS. Employment by the Chesterfield County School Board is not included in this report. Employment categories follow Standard Industrial Classification Code format, and industries with less than three establishments in any employment sector of any corridor not reported for reasons of confidentiality, but shown in the total employment of each of the corridors.
- Zoning categories are generalized into Agricultural (A), Commercial (C1, C2, C3, C4, C5), Office (O1, O2), and Residential (R7, R9, R12, R15, R25, R40, R88, RTH, RMF) classes. For an overview of these categories, or a detailed description of allowable uses in each, please contact the Chesterfield County Planning Department.
- Assessment figures have been utilized through ArcView GIS information based on data from the Chesterfield County Department of Real Estate Assessments and information found in the 1997, 98, 99, 2000 and second quarter of 2002 Existing Land Use Databases.
- Traffic figures are based on 2001 and estimated 2002 Chesterfield County Transportation Department figures found on Chesterfield County's Web site located at www.chesterfield.gov. Data from 2000 was used whenever 2001 or 2002 data was not available.

Questions regarding the methodology, definitions, terms, or calculations used in this section of the report should be directed to the Advance Planning and Research Branch of the Chesterfield County Planning Department.